recd 3-4-75

FROM: P. O. Box 9007
Berkeley, CA 94709 USA

AIR MAIL

To:

Express Ads

THE THIRD RAIL, The Magazine of Rapid Transit, No. 3 ready March. Six issues for $4.50. Start with No. 3, No. 2 (Pres. Ford's transit record) or No. 1 (GM's drive against street railways). Third Rail Press, Box 79, Babylon, NY 11702.

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RAILROAD UNIFORM BUTTONS: Chicago, Burlington and Quincy, Burlington Route and Burlington. All three $1.75. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

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RAIL TRAVEL NEWS

35¢

VOL. 5 NO. 4
SECOND ISSUE OF
FEBRUARY 1975
#102

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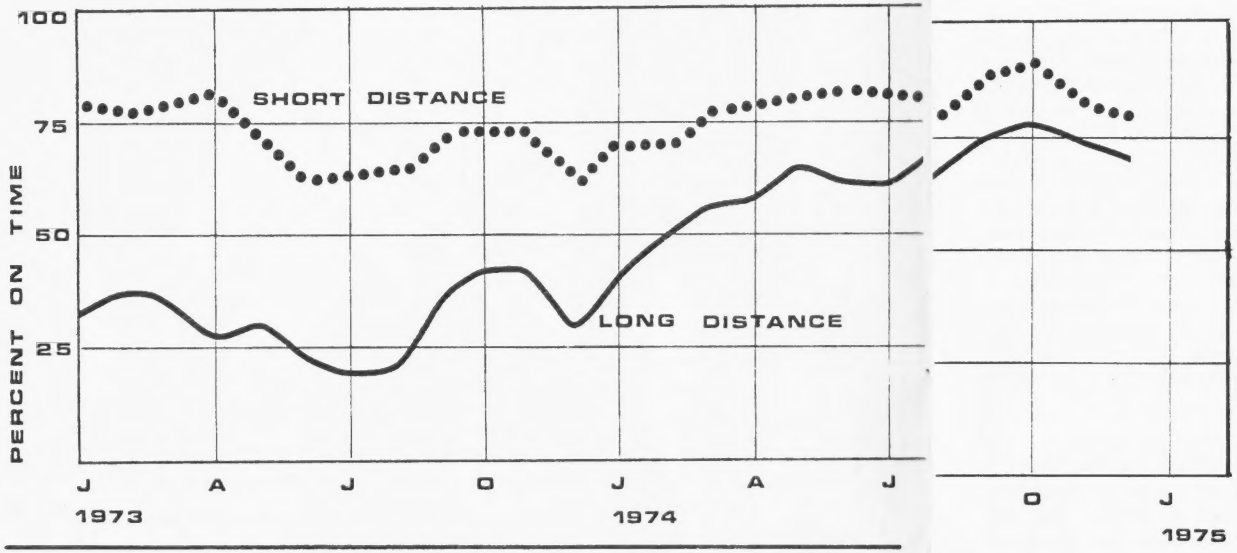
THE COVER STORY

Another Golden Spike ceremony--this time at McKeesport, Pennsylvania on Feb. 1. The occasion was the inauguration of improved "PATrain" commuter service on that date on the Pittsburgh-Hazelwood-Braddock-McKeesport-Versailles route. This Mon Valley service is operated by the Chessie System under the direction of the Transit Operations Division of the Port Authority of Allegheny County, with $750,000 in financial assistance in 1975 from Pennsylvania and Allegheny County.

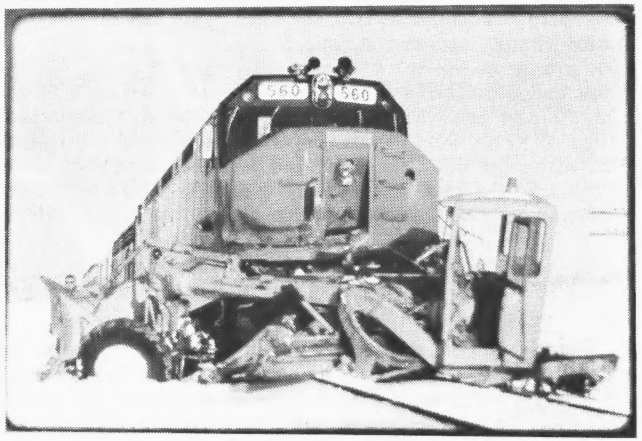
Before PATrain service ("It's a Whole New Trip") was inaugurated, the B&O ran 7 weekday trains Pittsburgh-McKeesport, including 3 extended as far as Versailles; and 4 Saturday round trips including 1 to Versailles. The Chessie-PAT (Port Authority Transit) service increases those numbers to 10, 6, 5 and 3 respectively. Previous equipment consisted of two sets of Budd RDC cars, of 2 cars each. With the new operation, equipment will be B&O RDC #9930 combine, 9913, 9914, and 9918. A second consist will be 2 of 3 B&O locos (6600, 6604, 6605), which are EMD GP-9's with steam generators, and refurbished 52-seat coaches PATrain #1600 (ex-C&O 1627) red & white "City of McKeesport"; 1601 (ex-C&O 1638) yellow & white "Boro of Versailles"; 1602 (ex-C&O 1629) orange & white "Boro of Braddock/Boro of Rankin"; 1603 (ex-C&O 1628) green & white "Boro of Port Vue/Boro of Liberty"; and 1604 (ex-C&O 1624) red & white "City of Pittsburgh." In the second phase of the program, four more ex-C&O coaches (1614, 1616, 1621 & 1639) will be refurbished and added to the equipment pool. Locomotives are leased from Chessie, and trains are operated push-pull. In the second phase of the capital improvement program, two push-pull loco-powered trains consisting of a new PATrain 2250hp diesel and 4 high-capacity coaches seating about 100 riders apiece, will be operated. This will give a total of 9 refurbished coaches, including 3 cars outfitted with cab controls for push-pull operation.

The above photo shows the inaugural train at Pittsburgh on Feb. 1. Henry Posner III shot this photo and the one on our cover. A test train was run on Jan. 30, which Mr. Posner also rode. He reports that the coaches retain their original C&O interiors, complete with C&O route map in the center separation of the seating sections. When cars are altered later to high-density seating, they will lose their large washrooms and be fitted with non-reversible seats.

One way adult fare between Pittsburgh and Versailles is 90¢, children half fare. On Feb. 1 a "golden spike" ceremony was held at Versailles and McKeesport. First service on the line began Jan. 14, 1857 by the Pittsburgh & Connellsville Railroad.



THE ADJOINING GRAPH OF RECENT AMTRAK ON-TIME PERFORMANCE FIGURES WAS DRAWN FOR RTN FROM DATA PUBLISHED BY NRPC



Amtrak train 9 plowed into a snow plow 2 miles west of Three Forks, Montana on Feb. 6 at about 3:30pm, killing the snow plow driver. Altho the accident was at top speed, Amtrak SDP40F #560 did not derail. The unit was slightly damaged, but could not go on. Two F units were brought from Livingston, 70 miles east. Cutting torches removed the snow plow from the front of the engine. Total delay to the train: 6 hrs. Photo and report by Michael Koch.

Rail Travel News (formerly Rail Travel Newsletter), Vol. 5, No. 4 (Whole No. 102). Second Issue of February, 1975. Copyright © 1975 by Message Media. Published twice monthly by Message Media, P.O. Box 9007, Berkeley CA 94709. Subscription $8.00 per year; single copy 35¢. STAFF: James Russell, Editor; Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Malibu; Jack Ferry, Chicago; Kenneth Maylath, Baltimore; Peter Roehm, Boston. Mail date this issue: March 3.

USRA PLAN FOR BANKRUPT RAILROADS IS PUBLISHED

The United States Railway Association's 820-page preliminary plan for revamping the Penn Central and other financially-troubled Northeast lines was made public late in February. The massive plan will be revised into a final plan to take effect July 26 unless Congress rejects it within 60 days after that date. The Senate Commerce Committee is to hold hearings on the plan.

Features of the plan include turning the Penn Central's Northeast Corridor into an exclusive passenger train route, moving freight traffic between Boston and Washington onto the Chessie System lines and the Reading and Lehigh Valley Railroads. Consolidated Rail Corporation (Conrail) would take over most of the Penn Central and other bankrupt roads, with abandonment of about 6200 miles of branch line track, unless states come to the rescue with their own funds. The Northeast lines would be rehabilitated with federal funds, an estimated $7.3 billion over a 15-year period. The plan also raised the possibility of a federal takeover of track and roadbed by a Consolidated Facilities Corporation (Confac). Obviously considerable political maneuvering will be done before the final plan is hammered out.

ROCK ISLAND DENIED $30 MILLION IN LOADS FROM USRA

The U.S. Railway Asociation in late February denied a plea from the Rock Island Railroad for a $30 million emergency load to keep the road solvent. The RI's President, John W. Ingram, said he was "shocked and dismayed" at the action. The railroad's Board of Directors is to meet on March 1, just after this issue goes to press, and will reportedly consider whether to file in bankruptcy.

FUNDS VOTED TO KEEP PENN CENTRAL AFLOAT

The Senate on Feb. 26 finally voted to give Penn Central $347 million in cash grants and guaranteed loans to prevent the railroad from closing down. On the 24th it received $15 million from the DOT to allow it to meet immediate payroll and other expenses. The vote in Congress was 62 to 30. President Ford is expected to sign the bill.

AMTRAK'S ANNUAL REPORT APPEARS

Amtrak's Annual Report for the calendar year 1974 appeared on schedule Feb. 15, as required by the Rail Passenger Service Act and the Amtrak Improvement Act. The attractively printed 28-page report, to be sent to every Amtrak employee, is handsomer than most federal reports. And it contains some interesting information. On page 18 we learn that Amtrak will place its bid for new bi-level cars with the Pullman-Standard Company, and that on Jan. 30 Amtrak ordered another 200 Metrocoaches, to bring to a total of 492 the number of these cars on order. It was learned from other sources that Budd willbe the builder of these additional 200 cars. Amtrak's system map on the rear cover shows existing routes and also the future experimental routes designated by the DOT. Shown are Washington-Denver via Indianapolis, Kansas City, and La Junta; Norfolk-Cincinnati; and Boston-Chicago via Cleveland.

This is the last yearly report under the tenure of President Roger Lewis (no mention is made in the report of the election to Paul Reistrup as the next head of Amtrak). In his closing statement, Mr. Lewis expresses what seems to be a raising of Amtrak's sights: "Our goal is no less than to provide Americans with the best system of intercity rail passenger travel in the world."

NEW AMTRAK ELECTRIC LOCOMOTIVE DERAILS

The first new GE electric locomotive, built for Amtrak to replace the GG-1's but not yet formally accepted by the rail corporation, was undergoing a test run on Feb. 24 when the engine and 8 cars derailed at Elkton, MD at a speed of 100mph. The consist of the test train was one GE test car and 7 Amtrak coaches. The lead trucks of the locomotive did not derail, but the rear ones and all 8 cars did, plowing up 3000 feet of rail on one track, 1500 on a second, and covering a third with debris. Three persons suffered "very minor" injuries. The train, running Philadelphia-D.C., caused the closing of the line for several hours. One track was restored in theafternoon, and the others opened in the evening of Feb. 25. Catenary was not affected. No cause was given for the derailment pending investigation by Amtrak, PC, GE and the FRA.

QUOTES OF THE WEEK***

"Should Amtrak continue to expand its route structure in order to provide a truly national system of rail transportation even though such expansion contributes to Amtrak's deficit and postpones fulfillment of the statutory goal that Amtrak operate at a profit? Emphasis on the importance of profitability would indicate that the system should be pared down to the high-density corridors. On the other hand, establishment of a national system that can serve as a feasible, energy-efficient alternative to other modes of transportation requires the initiation of new routes that--at least during the formative period--would detract from Amtrak's profitability. It is important to recognize that, to a certain extent, Amtrak is subject to conflicting priorities."--Amtrak President Roger Lewis in Annual Report, Feb. 15

Urban-Suburban Transit

MILTON J. SHAPP, Pennsylvania Governor, has refused to release $38 million in state funds for the Pittsburgh Skybus project. Once again, Skybus appears dead, despite continued support from Pittsburgh newspapers and the transit board. The Governor and Mayor Peter Flaherty support 70-ft "supertrolley" articulated streetcars patterned after units now under construction by Boeing Vertol for San Francisco & Boston.

BUFFALO HAS REQUESTED $20 million in UMTA grants to finance property acquisition and begin detailed design of the proposed Buffalo-Amherst rail rapid transit route.

CHICAGO WILL SEEK $139 million from UMTA to provide the federal share of a 7.6-mile extension of the Kennedy rapid transit line into the O'Hare airport. The project will require 70 new cars and will include six stations. C&NW had opposed the project for many years, fearing damage to its commuter revenues.

FOUR BANKRUPT RAIL lines have requested a 25% fare increase in New Jersey: Penn Central, Erie Lackawanna, CNJ and Reading-Seashore.

THE INITIAL 4.6-MILE segment of the Washington, DC Metro rapid transit is expected to be in operation in late 1975. The route will operate from Rhode Island Avenue NE to Farragut Square NW in the downtown area.

ATLANTA'S MARTA RAPID transit system will call for bids this spring for 338 cars. The design is by Sundberg-Ferrar, which designed BART's present fleet. The new cars will more closely resemble the Washington, DC stock, however.

THE NEW JERSEY DOT has announced more plans for transit service improvements. Included are 13 new light rail cars for the Newark subway, now served by ex-Minneapolis PCC's; 70 new Arrow II MU cars to replace all old red PC electric commuter cars on Penn Central; extension of CNJ diesel commuter runs over a new route to the Newark airport; in addition to the 200 new cars planned for EL lines.

THE BOSTON MBTA system is now planning a total of 50 miles of route extension on its rapid transit system; and a new-car order of 80-200 vehicles is being contemplated. A new streetcar shop is planned at Riverside, outer terminal of system's heavy streetcar line opened in 1959 over ex-Boston & Albany commuter route.

BART'S BIGGEST BREAKDOWN ever happened in the early morning of Feb. 21 when a small computer that feeds information into the two main computers controlling the system malfunctioned, causing the trains to resort to manual 25mph operation. Only half the trains could be used under these conditions, and the morning commute hours jam-up was horrendous before the trouble could be located. In other BART news, the system decided (on Feb. 27) to design its own automatic train controls for new cars instead of buying outside-built equipment with a "high failure history." BART will hire 26 engineers and technicians for the work, rejecting a $1.4 million bid from Westinghouse. BART also plans to install fences at 7 stations to prevent riders from falling out of cars on the wrong side if automatic doors open at wrong times. Insulation will also be placed on platform edges to prevent possible electric shock when passengers touch the cars.

TIME OUT FOR

canadian capers

by Peter Putnam Bretz

In which Pete takes a break from his study of Amtrak headquarters to do some rail exploration north of the border

During the long Thanksgiving weekend, nobody would be home at Amtrak headquarters, so I took advantage of the time to ride the trains. The EAST WIND brought me to New York in the early morning hours of Nov. 28, and I spent the day riding on branches of the Long Island and the Erie-Lackawanna. It was out on the LI's Port Washington branch that I left my winter coat on the overhead rack as I changed MTA cars across a platform on the fly. Much checking later that day was fruitless. Now, without my dark green corduroy jacket and woolen pullover cap, I would not look like a Frenchman at all.

But up to Canada anyway, leaving Saturday morning, Nov. 30, aboard the ADIRONDACK as reported in RTN earlier. Stepping off the D&H train at Windsor Station in Montreal, I walked the few blocks to Gare Central and approached the ticket window. "A lower berth to Chicoutimi? That will be $16.70 fare plus $14.00 for the space charge." But, as it happened, the CN computer system indicated no lower berths available. "How about an upper?" No way. My plans now awry, I sat down and poured over my timetables to see if I could possibly go another route or direction to some other city. Then, at last, I settled on a coach seat to Chicoutimi. Departure time for Train #173 was 2105 hours for a Saturday night. Every day but this, the train carries a through lounge, diner and sleepers to Cochrane. Tonight, just a straight run north for 294 miles. When the gates opened, I scrambled down under the waiting room concourse to the high-level platforms. And there she was, replete in Black and White. Two F7's were on the head end, followed by baggage car 9610, and two heavyweight coaches, #5411 and #5189, both built by Canadian Car and Foundry, in 1947 and 1937 respectively. Then came the "Fort Brabant", a (4DBR) buffet-lounge built in 1924 and modernized in 1949. The attendant assured me that food and drink would be provided all night, should it be desired. This fine old heavyweight lounge sported a square-back observation section. However, coupled on behind was the sleeper "Watrous", an 8 section, 1 drawing room, 2 bedroom car, rebuilt in 1949 from a 12 and 1 sleeper. It was built way back in 1923. I spoke with the pullman porter and he assured me that not only was there plenty of space after all, but that only three people occupied the whole car. "It's never full," he said. So, a couple of brown 2 dollar bills and a blue 10 later, I was ensconsed in lower #4 in the middle of the car. I wasted no time in preparing for bed, and by the time we emerged from Mount Royal Tunnel, I had snapped the brown (not green) curtains shut and had snuggled under the covers. The blankets carried the Canadian National logo in Maple Leaf design. The muffled "click" of 6-wheel trucks was gently relaxing. I fell asleep soon after leaving Pte-aux-Trembles. Never was my sleep so comfortable.

At 3:15am, I awoke and inched up the shade. A moonlight scene spread out before me--sparkling snow-covered ground, trees, and a gentle ice-covered stream. A low hill and pine trees completed the vista. Brrr. I watched the headlight dart along the track on a curve, then to sleep again, snug and

warm and protected by steel and steam heat. I had left a 45-minute call in the morning. Rather than a knock or a buzz by the porter to wake me, I perceived a clicking as the curtain buttons were unsnapped. Then a hand reached into my private cave, grabbed my shoulder and rudely shook me awake. "Bon matin, M'sieur--reveillez-vous." But it's "custom" I suppose, and he was very nice, even though every word was in French. The meaning was clear, and I was ready when we pulled into Chicoutimi 25 minutes late.

I stepped off the train and secured a taxi. Not knowing any French, I gestured him to wait a sec until I took a picture of the locomotive. Slipping and sliding on the ice and snow-covered platforms, I spent about 5 minutes getting the shot. Returning to the cab, I found the driver had the meter going the entire time! Sacre Bleu! Oh well, I was too cold to complain anyway. In a jiffy, we were at the bus station. I grabbed "un cafe" and a "billet" to Quebec City. Fare was $5.65.

Right away, the big MC-7 of VOYAGUER, INC. arrived. Plenty of passengers, too. As we left Chicoutimi, the low fog on the Saguenay River created an even colder feeling. Stopping at a traffic signal, I noticed the green light was round, the yellow lamp diamond-shaped and the red signal square. No color blind problem here! What's this: rr/fc crossing? The CN is down at river level. Oh, it must be the "Roverval and Saguenay RR." Decent rail, too. Then unbroken roadway through the Laurentides to Quebec, 2½ hours away. 10:15am we arrived at the bus station. Then a 14¢ transit ride deposited me at Gare du Palais, shared jointly by the CP and CN. I purchased a ticket to Montreal on CP rail ($11.35), repaired to the Crystal Coffee Shop across the street for a very reasonable lunch (French only spoken) and then checked out the station.

The plaza was ringed with Lombardy Poplar trees. The building, built in 1916 of dark cut brick, featured a roof 90 feet high made of copper--green with age. Inside, the vaulted, tile ceiling is 50 feet high. Light tapestry brick decorates the waiting room, along with a special women's room. The clock features the coat of arms of the City of Quebec. Cornices are decorated with dolphins and salamanders. The whole thing cost $300,000 World War I dollars to build. I sat on an oak bench and reflected that Gare Palais was really quite an old dowager. Train time for the CP was 1330. As I walked to the two Budd cars that were our train, I recalled that not so many years ago, the Canadien Pacifique ran round-end observation cars and full diners on the run, calling the trains "Vigeur" and "Le Frontenac." Cars 9060 and 9058 were 1956-built, the latter used for many years on the Dominion Atlantic RR. It had reclining seats, whereas the 9060 was equipped with standard walk-overs. Lots of people riding today.

We ripped along at a good pace on single track mainline via Pont Rouge, Trois Rivières, Louiseville. I found the run fine, fast, full and fascinating. The CP had thoughtfully provided a newsbutcher who kept coming back down the aisles with a complete assortment. I got a ham sandwich for 60¢ and coffee (cream and sugar automatically added-"it's custom"). I could have gotten beer, candy, cigarettes, potato chips--really a variety. The snow stayed with us on the ground and I enjoyed sights of the St. Lawrence River from time to time. At L'Epiphanie we crashed over the CN line I'd taken last evening to Chicoutimi. It wasn't long before we connected with the CP's track to Ottawa via Montebello at St. Martin Jct. And after a sweeping turn at Montreal West, arrived at Gare Windsor, the second time for me in 24 hours.

Back in Montreal now, I had 3 hours to wait until my next train. Since it was Sunday, there was no commuter activity at the station. There's a large concourse with a newsstand, flower shop, and apothecary--all closed--

plus a little art gallery. I retreated to the warm waiting room. An hour later, THE ADIRONDACK arrived with a smattering of travelers. Here I was sitting around in a railroad station with very little activity, when at the same time, down in New York and Washington, Amtrak trains were disgorging 1000 people at a time with standees numbering over 400 on certain runs. Here time passed slowly. I got up and walked around the city in the bitter cold for a while.

Finally, time approached and I boarded the ATLANTIC LIMITED which departed at 1950 hours. A single red E-8 pulled the train, consisting of: baggage 2714, two leg-rest chair cars (seats were beige in #120 and Blue in #123); the dome-buffet-lounge car #505; and 5DBR--1 CMPT-4 Sec-4RMT sleeper "Cornwall Manor". All cars were part of the 1955 Budd fleet. The dome car, only two digits removed from the D&H-leased CP dome, was somewhat different inside. The D&H car had 26 coach seats as originally built, but the 505 had single coach seats turned inward to serve as lounge seating. The dining section was the same, but the CP had changed the seats in the dome. Seems the ATLANTIC LIMITED is not turned at either end, so the dome runs backward half the time. The railroad has installed walk-over seats up there--straight from old day coaches. Unusual, but I think very appropriate and good for dome seating. Comfy, too, surprisingly.

I watched the signals blink through the snow-covered dark countryside. After we passed Adirondack Jct., I went down to dinner. Checking the rear car first--no drumhead sign, but we did have old-style oil-lit marker lights keeping us safe. Dinner was not as good as the D&H the previous day. We twisted and turned through the low mountains of Eastern Quebec Province, stopping at St. Jean, Farnham, and Magog, I watched the locomotive's headlight play among the trees and track as we wound our way to Sherbrooke, where I got off. And so did most of the other passengers. In fact, the CP switched out the lead coach at that point. It was 10:30pm, and I had to get up early the next morning, so I left immediately to locate a hotel. Rejecting the Hotellerie Le Barom as too expensive, I opted for the Hotel York, just a step from the station. French only spoken, naturally, but a room was arranged for $4.59 (sans bath). I got in and went to the window just in time to catch #42 taking off for St. John. By the way, CP Rail charges no first class fare, just space rate. But it's the same, no matter what the distance. A lower berth, had I desired one, would have been $10.00 extra to Sherbrooke, but also only $10.00 extra to St. John.

The wakeup next morning was courtesy of #41 whistling and honking into town, and right past my window. The car taken off last night was put on this morning. The desk clerk today was an Englishman and he called me a cab. I took it through the chill morning to the Grand Trunk Station. The thermometer at the agent's window read 16 degrees. In a moment, three Budd cars pulled up from the yards and loaded quite a few dozen people. I bought a red-economy ticket to Quebec for $6.75 This was to be my first experience in riding Canadian National Budd cars. But, alas, the units were merely ex-CP hand-me-downs. CN #6209, 6207 and 6210 made up our train (ex-CP#'s 9196, 9194 & 9197). All were RDC-2's built by CCF under Budd license in 1958. The 6207 had the baggage section partioned off as a walkway. And the 6210 contained some very ragged reclining seats.

We sped along the St. Francis River. Passing through Windsor, I noticed the the French Flag flying from the station building. At Richmond I got off and watched the 3-car train head out for Montral. A single RDC-2 waited at the station as our train to Quebec. A railroader's widow and myself were the only passengers on this 2 day-a-week run. Car #6208 (ex-CP#9195) also had worn and spotty seats. We rolled up the Danville sub-division. In a short while, the conductor was pointing

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What Ever Became of SUPER CHIEF ?

WE FOUND HIM IN LA JUNTA UNDER THE NAME OF SOUTHWEST LIMITED

by James Russell

Photos by Message Media

plus a little art gallery. I retreated to the warm waiting room. An hour later, THE ADIRONDACK arrived with a smattering of travelers. Here I was sitting around in a railroad station with very little activity, when at the same time, down in New York and Washington, Amtrak trains were disgorging 1000 people at a time with standees numbering over 400 on certain runs. Here time passed slowly. I got up and walked around the city in the bitter cold for a while.

Finally, time approached and I boarded the ATLANTIC LIMITED which departed at 1950 hours. A single red E-8 pulled the train, consisting of: baggage 2714, two leg-rest chair cars (seats were beige in #120 and Blue in #123); the dome-buffet-lounge car #505; and 5DBR--1 CMPT-4 Sec-4RMT sleeper "Cornwall Manor". All cars were part of the 1955 Budd fleet. The dome car, only two digits removed from the D&H-leased CP dome, was somewhat different inside. The D&H car had 26 coach seats as originally built, but the 505 had single coach seats turned inward to serve as lounge seating. The dining section was the same, but the CP had changed the seats in the dome. Seems the ATLANTIC LIMITED is not turned at either end, so the dome runs backward half the time. The railroad has installed walk-over seats up there--straight from old day coaches. Unusual, but I think very appropriate and good for dome seating. Comfy, too, surprisingly.

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Time and again we've tried to capture in words the essence of the SUPER CHIEF experience--unsuccessfully, we think. Our first chance to ride the train since the May 19, 1974 change of name to "SOUTHWEST LIMITED" came in late February, and we were very anxious to discover if the changes made by Amtrak had significantly downgraded or improved the train, or altered the exciting experience of riding it that we'd known before.

The big machine pulled into La Junta, Colorado, heading west, on a chilly February weekday, running 20 minutes behind schedule. No matter, we thought, the Santa Fe can easily make up that small deficit in time. Since it was late for breakfast, we repaired quickly to the first class diner to fortify ourselves. Alas, the car was empty of customers. We expected the response you get on most trains out west--"We're closed. Come back later." But of course no, we instead were greeted with a cheery "Why sure, sit right down!" That's what one always expected of the SUPER CHIEF. Breakfast came amazingly quickly, and was very good. I do not say superb, but very good. No reason to complain, by most present standards.

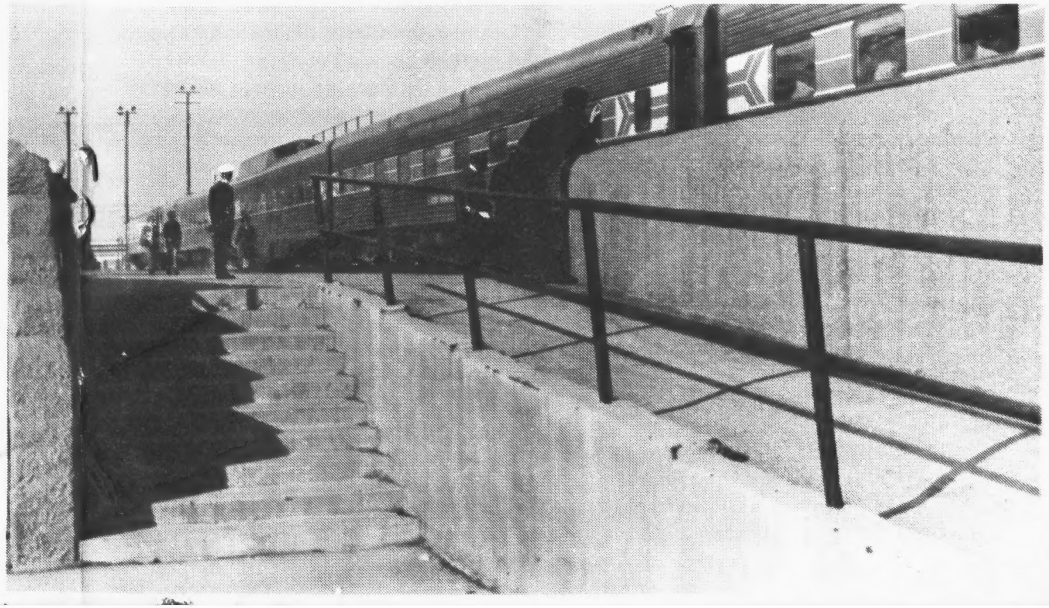
This train is the only Amtrak train to sport its own menu, different from the standard Amtrak menu. The same menu, at the same prices, is used in both the first class and coach diners. Both cars still run on the train. You recall that the reason that Santa Fe withdrew the privilege of using the name "Chief" was that Amtrak was about to eliminate one dining car, a move which never came about. Even on this low-patronage day, it was clear to us that one diner would have been quite insufficient to serve the train.

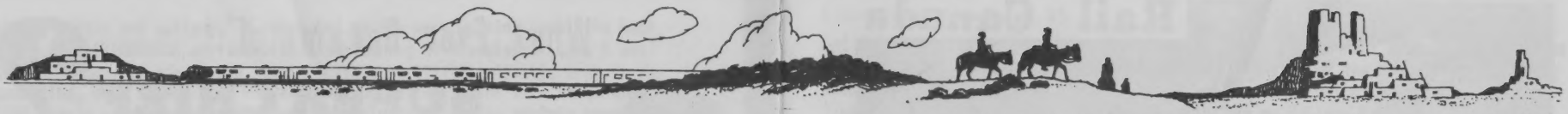
PHOTO CAPTIONS:
(page 9) The telephoto lens compresses the big SOUTHWEST LIMITED into a short train as it edges into La Junta, CO. Altho it reached here 20mins late, it pulled into Los Angeles 10mins early. No stop was made at Trinidad, CO, since there was no passenger business there that day.
(left) The train gets washed during its service stop in Albuquerque, NM. Altho the portable washer can be adjusted upwards, the dome windows aren't touched.
(right) The train waits at Albuquerque for the signal to highball on to Los Angeles. No longer are local newspapers placed aboard at various stops.

Several subsequent meals in the (unredecorated) firstclass diner proved to us that eating wasn't everything on the train. Service was highly variable and unpredictable in the diner. Meals varied from very good (breakfast) to magnificent (lunch) to a complete disaster (dinner). We could find no way of predicting what would happen when we showed up to eat. Once we were overcharged $1.90. Several times substitutions were made without comment. Sometimes the food was just plain poor (the worst problem seemed to be in vegetable side dishes, where overcooked canned food was served, and in mashed potatoes--the cardboard-tasting instant variety). On the other hand, waiters were usually very solicitous and gracious, and some food selections were prepared with extra care to make them attractive (try the Chilled California Fruit Platter at lunch --$1.30). Do you still use the Turquoise Room?--we asked. "Only when there's an overflow. The size of our crew was cut back." But do you reserve it for private parties? "Yes, that can be done. It should be done thru reservations."

Thank heavens Amtrak hasn't changed the equipment on this train. That's a large part of the experience, we decided. The magnificent hi-level cars, dome lounge car and all the rest are still there. Air conditioning and heating were working fine, and the cars rode beautifully. The coaches weren't as clean as they might be. The equipment this day was 3 Amtrak SDP40F diesels (the third added at La Junta to power us over Raton Pass, and left on until L.A.), baggage, dorm transition car, high-level coach, high-level lounge, high-level diner, 2 high-level coaches, sleeper 2219 "Indian Song", sleeper 2758 "Palm Stream", sleeper 2210 "Indian Canoe", dome lounge 9351, diner 8071, and sleeper 2711 "Pine Beach", the N.Y. thru car.

We happily applauded two of Amtrak's improvements: the refurbishing of the first class cars added some needed color and zing to the train. And the music system had been improved: newer music, and no wavers. The music didn't reach all the sleepers, but was on in the diners and lounges. The excitement of 80- and 90mph travel across the snow-patched Southwest (cars on the highway seemed to be traveling in reverse) and the sense of dispatch with which the train proceeds still make up a significant part of this train experience. We urge one and all to try it.





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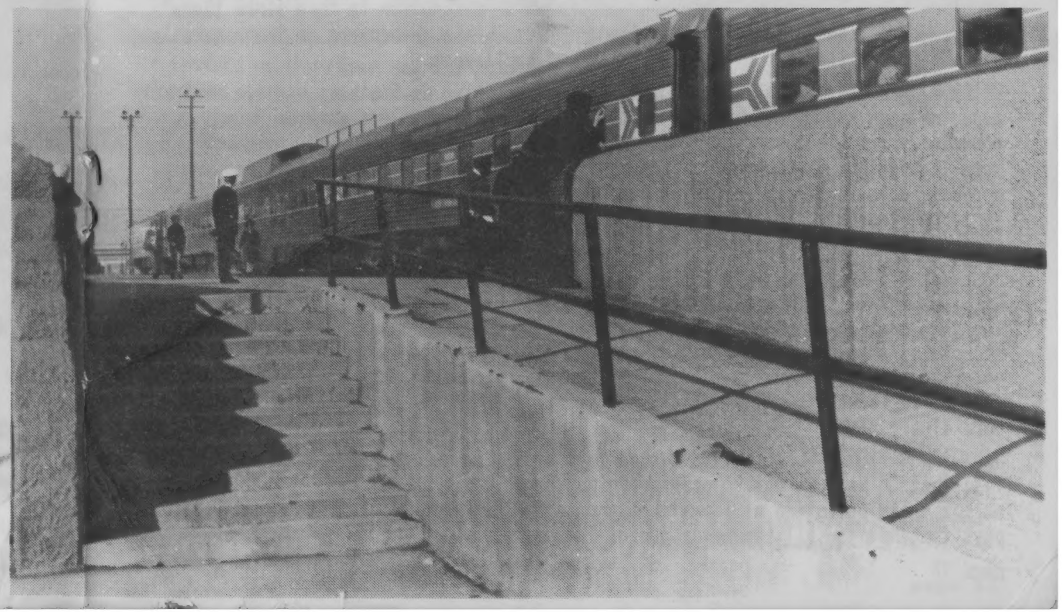
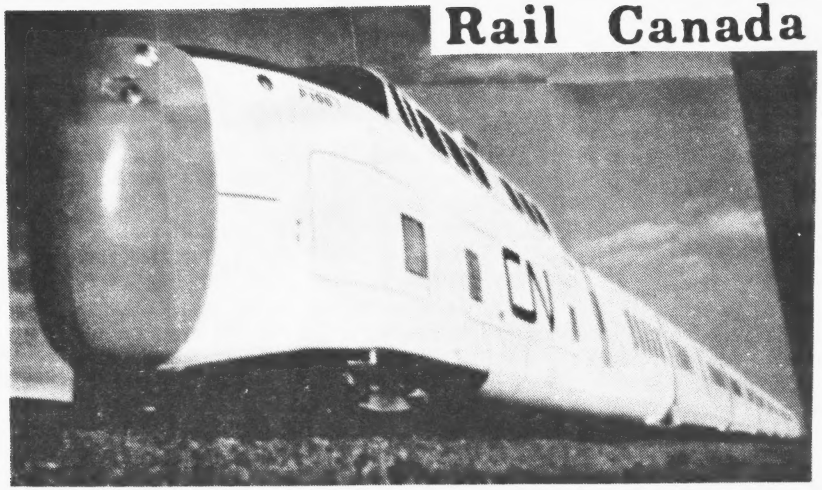


Rail Canada



CN HAS ISSUED a stunning, full-color Turbo brochure which opens up to a single large sheet bearing the above photograph.

CANADIAN NATIONAL ANNOUNCED a short-term excursion fare plan which will reduce rail travel costs as much as one third. In an early February announcement, CN said the new fares will apply in the zone between Mont Joli, Quebec and Windsor, Ontario. Passengers must complete their return trip in four days, and cannot travel on trains that leave terminals between 4:30pm and 6:30pm. The plan is designed to release valuable space on afternoon trains for businessmen, and to build patronage on morning or late evening trains where extra space is usually available.

CANADIAN POLITICAL COMMENTATOR W. A. Wilson wrote in early February that the nation's "transportation mess" is typical of problems being ignored by the "unimpressive" parliament now sitting in Ottawa. Wilson said: "Some papers were whipped together during the election campaign... promising everything from glamour transcontinental trains resurrected from the 1930's... They evidently served their purpose during the election campaign and the government has shown no dedication to them since then." Wilson scored the Opposition for failing to attack the government on transportation, which Wilson called the "forgotten topic" of parliament.

BRITISH COLUMBIA GOVERNMENT is interested in obtaining ex-Southern Pacific peninsula commuter cars now being retired. B.C. wants to use the 1920's cars in "Royal Hudson" commuter service between North Vancouver and Squamish. The SP cars would replace some lightweight ex-CP stock, which would then be upgraded for possible use on the proposed commuter train now being planned for the CP line east from downtown Vancouver. Late reports indicate that SP has stripped two of the ten 1920's commute coaches recently stricken from the roster, but the Metropolitan Transportation Commission has put a "hold" on all ex-SP commuter cars.

LATE COACH YARD scuttle at CN says that the Ottawa-inspired plan to eliminate sleeping cars on transcontinental runs, substituting fast day trains and overnight stays at hotels for thru passengers, has all but been discarded as a viable option for remodelling transcon service. Assuming that any changes will be made in the immediate future, it looks like Auto-Train fares (i.e., "high") for transcon trips are the more likely bet.

CANADIAN NATIONAL OFFICIAL was quoted in February as follows: "We have noticed of late that CP Rail is not so opposed to passenger trains. It seems to have come to accept their retention as inevitable and is now concerned only to see that Ottawa pays the shot for all (emphasis added) losses."

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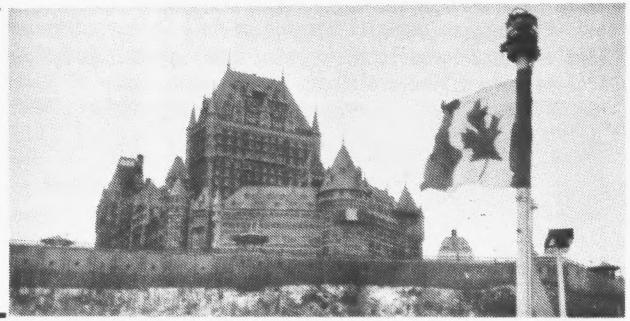
out to me all the sights along the line: The siding going out over to the asbestos plant; the "Yum-Yum" potato chip factory; and the site of the old station building when we got to Victoriaville. The new shack is a mile out of town. Pretty soon, I was invited to visit the engineer and show him my Railway Passenger Car Annual which the conductor had really liked. I enjoyed talking with M'sieur J. L. Parenteau, who had been piloting trains in this area for many years;--this was his last week before retirement. He pulled out a worn photograph showing him at the throttle of #6167 (CN 4-8-4) back in 1963. We talked about steam engines, the conductor's cat, and the building of the cantilevered bridge over the St. Lawrence River.

In no time at all, we hit the CN's mainline to the Maritimes at Chaudiere, crossed over the Chaudier River, and at Charny, hooked to the left and rumbled over the famous "firth-of-forth" bridge of Quebec. Here, during construction, the center span plunged into the waters, killing many workers. Then a second center span fell, too. After passing St. Foy, we curved along a giant bluff and wound around into the City and the Gare Palais once more. Four lines once used this great terminal: The Canadian Pacific, Grand Trunk, Canadian Northern Transcontinental, and the Quebec Railway, Light and Power which ran long and awesome-looking interurban cars.

I walked briskly outside and took a cab to the ferry dock across town just below the Chateau Frontenac Hotel. Fifty cents got me aboard for the 10:30am sailing of the auto ferry "Quebec". I stood topside, frozen by the wind, taking pictures



From the ferry "Quebec" Pete photographed the Chateau Frontenac. The Canadian flag seen is flying from the ferry's mast.

of traffic on the river and the receding majesty of the hotel. No ice on the river. I went inside and got a cup of hot coffee--oh, oh, automatic cream and sugar again. Across the river, about 35 passengers and myself walked down the enclosed gangway and over to CN's Levis station right alongside.

No. 11 was due at 10:55, and sure enough, horns were sounding out of sight up the line. Precisely on time, THE SCOTIAN pulled up with an Alco Fa, Fb and an RS11 bringing in a respectable train. I purchased a mod-economy ticket to Montreal for $7.75 and hopped aboard, settling down in a heavyweight day-coach. Since we were to stay here awhile to service the locomotives and water the train, I checked out the equipment. Baggage car, and #9475 baggage-dorm. This was an interesting car as the crew quarters were not bunks--as on Amtrak--but tiny little roomettes, or slumberettes! Then came #5517 (76-seat lightweight built by CCF in 1954); 5422 (60-seat HW coach of 1950); #5599 (another 80-seater of 1954:#752); a cafe-lounge car (formerly a coach-cafe, ex-coach from 1954--the interior with a closed off section for eating, a center kitchen and comfy lounge seats to the rear); then #5719, a day-nighter coach; sleeper "Allendale", 8-1-2 HW built 1923 (a sister to "Watrous"); diner #1342--Pullman-Standard 1954; "Diplomate", a 1920 Heavyweight club-lounge, rebuilt from 4DBR-lounge "Fort Lennix" in 1964, featuring a squared-off observation end; and "Erwood", 8 duplex-rmt, 4 sec.-4DBR sleeper--PS 1954. Yes, THE SCOTIAN sported complete services.

After some delay, we left Levis 18 minutes late. I spotted the "Val Alain" plugged into the steam lines south of the station. It's a 22-roomette car, purchased from the NYC in 1959, retaining its inside configuration. Built in 1948 by PS, it was named "Caminada Bay." More delays as we climbed up from riverside to Charny, then sped south on well-maintained track. The conductor permitted me to sample the day-nighter coach without paying the $2.00 surcharge, as only a few people occupied it. The car is very nice, to say the least. It's in Amtrak-like colours, too--purple and red carpetweave; violet seat covers, orange trim, browns and creams in accent. The rebuilding is apparent as the seating does not match the windows. I chose a seat at the rear end of a picture window (all glass-no lexan), and felt that there really wasn't much difference between this and a regular American leg-rest coach. Let's see, however. Oh, yes, overhead are individual reading lights like a bus or Metroliner, but more generous; and a false ceiling. Very wide clothes racks overhead, and I felt "nestled down" in my seat. The leg rest is supported by a "foot rest" that one draws out from under his seat, positions, then lets the leg-rest fall back on it. Fairly comfortable. The real foot-rest can be extended from the seat in front. And there is plenty of leg room. Reclining of the seat proved difficult, however. It slides forward like the French Turbos, only it can go to about three positions. It's hard to move, and somehow I found no real place to get leverage. After a short time in service, the day-nighter seats needed grease, I thought. The armrest windowsill is generous. The seat in front has a wide, carpeted shelf-like rear portion in which a table is hiding. Pulling it out by its chrome edge requires a little dexterity to get it level, and then it remains so only with the pressure of stuff on it. A little recess is built in to put a drink glass. So that is the day-nighter. No, it'll never replace a sleeper.

Serious talk emanating from Canada involves the planned demolition of Quebec City's picturesque Gare du Palais. Peter Bretz photographed the station during his visit to the Canadian city.

I looked to THE SCOTIAN to be my best train ride in Canada, so I decided to have a complete meal in the diner. A little past noon, a crew member came by calling out "first call for lunch". Off I went. The CN has decorated this diner with photomurals and room dividers, creating a nice, intimate atmosphere. I sat at a white linen-covered table to sample "Service de Voiture-Restaurant". It was good to get away from Amtrak. I checked the inscription on the spoon: "CN". Reassuring. I picked up a menu: "Le personel nepeut accepter les commandes verbales." That disclaimer in diners always sets a comfortable mood with me. I perused the fare and selected "omelette au fromage cheddar canadien.'vin suggere'; blanc canadien extra sec". I agreed and took a ½-bottle at $1.50. The steward served the wine with a special flair. An extra twist or two of the wrist in presenting the glass to the table, then the Lucius Beebe inspection, opening, sampling and approval of the vin. Ahhhhhh. "Bless me, this is pleasant, riding upon the rail." The omelette came with a strip of bacon on top and all the necessary side dishes. Service was impeccable. The flower was plastic, however, but was in a glass snifter. I smelled it anyway, just for old times' sake. Coffee was smartly served, then a thermos pitcher was left for refills.

Amply satisfied and spirits restored that "there will always be a Canadian National," I repaired to the confines of "Diplomate", selected an orange swivel seat and scanned the sky for snow. There had been reports of a big blizzard this evening, and the train crew was anxious to make Montreal before it hit. I blinked awake from a short nap as we approached St. Hyacinthe. The first flakes were coming down and smearing the lounge windows. Inside, a couple of kids were playing with what look-ed like a model train. The CN lettering got my interest. In French, then in English, the 5-year-old directed me back to the diner. I ended up with a flat page of cardboard cut-out trains--a CN coach, dome-lounge and CN covered wagon. After much folding, I too had a little model. I also picked up a CN colouring book. I always enjoy little touches like this. Down in Amtrakland, coloring books are given out, plus cardboard engineer hats.

As we approached Montral, the car attendants were quick to spread out the canvas carpet-protectors along the aisles. Finally, Gare Central--entering the enclosed platforms out of the thickening snow storm. I was reluctant to leave THE SCOTIAN, it had been so nice. But, I finally went upstairs and, buying a commuter round-trip ticket for $2.30, I was off on the 1545 electric service departure for Deux-Montagnes. It was just before the rush hour; would I get the box-cab electrics as power? Nope, but the MU's I did get were interesting in themselves. We had a six-car train of 6700's--two motors and four trailers, CCF built in 1952. Cars were packed, with many standees. Still no seats after leaving Val Royal, where the branch to Cartiersville heads off. Our line becomes single track at this point, and standing up front, I watched the headlight beam illuminate the swirling flakes and the overhead wire. It was really interurbanish.

After Roxboro, we crossed the R. des Prairies, skipped a bit on Laval Island, then over the River des Mille-Iles to a stop at Duex-Montagnes, end of the wire and 17 miles out. A Friday-only diesel train continues out to Grenville on this line. The snow had turned to ice and sleet at this point--too raw to set up night-time camera shots.

On the way back, we were passed by one train after another, mostly pulled by the box-motor's hauling long strings of heavyweight coaches, some with the old CN green paint jobs. Another set of MU's went by, then we were in the safety of Mt. Royal Tunnel. Up in the grand concourse again, I waited to momentarily board the MONTREALER. It would be a memorable trip through the snow and an unexpected encounter with a mouse.

(For Pete's account of the mouse incident, see RTN, First December issue, 1974. Next issue, Pete resumes his study of Amtrak's home office.)

Mixed Train of Thoughts

AMTRAK WASN'T AFFECTED by snowslides which closed both major Cascade Mountain passes Feb. 12. While Stevens Pass in Washington was closed by heavy slides, the NORTH COAST HIAWATHA ran on time in the Cascade Tunnel below; and EMPIRE BUILDER runs via Stampede Pass were also O.T. as Snoqualmie Pass, the I-90 route a few miles away, was closed for at least a day. Motorists were advised to detour via Portland and the Columbia River highways..... THE DIRECTORS OF Southern California Rapid Transit District agreed in principle on Feb. 5 to create a separate rail division of the RTD..... AMTRAK'S NEW SERVICE between Norfolk and Cincinnati, with connections to Chicago, is expected to begin March 24, with Chicago departure that date and the first train leaving Norfolk on March 25. It will have sleeper, diner, reserved coach, and checked baggage service, running on the N&W out of Norfolk, VA.....

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INTERSTATE COMMERCE COMMISSION has acted to delay the cutbacks in passenger service proposed earlier by Southern Railway, and will hold a series of hearings on the matter from March 11 to 20..... MONEY FOR TRAINS will be voted upon in Ohio in the June elections: a $55 million state bond issue that will provide money for 403-B Amtrak service in the Cleveland-Columbus-Dayton-Cincinnati corridor and in the Cleveland-Youngstown-Pittsburgh corridor. Train service there is planned to be "fast and frequent"..... MEXICAN NATIONAL RAILWAYS have increased all rail fares about 30% effective Feb. 1, and all pullman fares 75%..... NEW ASSISTANT DIRECTOR has joined the National Association of Railroad Passengers: Ross Capon, former Special Assistant to the Massachusetts secretary of transportation..... PUBLIC OWNERSHIP OF the railroad rights-of-way of the bankrupt Northeastern railroads has been urged in a communication to the U.S. Railway Association from the National Association of R.R. Passengers. NARP said it would publish its preliminary plan on Feb. 26..... METROPOLITAN ATLANTA RAPID Transit Authority broke ground on Feb. 19 for its new rapid transit system, thus becoming the first Southern city to begin such a system. Three and one half years ago the area narrowly approved a 1% sales tax to finance the system..... THE CONTROVERSIAL OIL depletion allowance may be repealed. The House voted on Feb. 27 to kill the oil company tax writeoff, and the bill now goes to the Senate..... JOHN W. BARNUM, Acting Secretary of Transportation, endorsed the USRA plan, described elsewhere in this issue, for rehabilitating the Northeast railroads..... A MURDER MYSTERY seemed to have occurred on the BROADWAY LIMITED. The eastbound train pulled into Harrisburg on Feb. 14 and one of the passengers scheduled to detrain did not detrain. A trainman found a Chicago man dead of a gunshot wound in his sleeping accommodation of car 2011 "Cardinal." When authorities chiseled open the door and found a German Luger they realized they had most likely a case of suicide on their hands. But anyone who has seen "Murder on the Orient Express" might have s3cond thoughts..... HOW FAR AHEAD can you make a reservation on an Amtrak train? Philip J. Held, manager of Amtrak's Central Reservations Control, says that altho the computer will take reservations for only about 6 months in advance, that their p9licy is never to discourage anyone who wants to make a booking. He says they will take the name down and keep it on file, adding it to the computer when the time comes. He said Amtrak has at least one advance reservation already fora Washington-Montreal trip in summer of 1976..... WHO IS HEAD of the family in figuring family fares? Amtrak says either the mama or papa can be, depending on your own decision. Amtrak's response came after an article in the New York Times which accused the corporation of being ambiguous or even discriminating in this matter..... CREDIT CARD SALES doubled for Amtrak in 1974, to $29.5 million..... AMTRAK ISSUED SOME new timetables for the Feb. 23 changeover to daylight savings time. The only one we've seen is the Chicago-California timecard reissued because Arizona and some Midwest areas did not change over.. THE SILVER STAR derailed on Feb. 21 near Woodbridge, VA.....

AMTRAK WILL DISCONTINUE after Feb. 28 the BAY STATE, its Boston-New Haven train via Springfield, MA, on the Inland Route. Amtrak claimed that the state of Massachusetts had not paid its share of the train's operation since 1973. Amtrak has recently been using the "Roger Williams" Budd car equipment on the train. While a last-minute movement was initiated to delay the discontinuance 30 days, Amtrak's Board of Directors at its Feb. 26 meeting took no action on the matter, and the discontinuance will occur as announced (the annoðncement was made 10 days prior to the stop date)..... THE PLAN TO reroute the LONE STAR between Ft. Worth and Houston via Dallas and Waco has been deferred for a month (till late March) by Amtrak's Board of Directors..... PAUL H. REISTRUP is scheduled to arrive in Washington Sunday Feb. 2 aboard the BROADWAY LIMITED from Chicago, to take over on March 3 his duties as new President of Amtrak (see article last issue)..... AMTRAK HAS DROPPED its bus connection Nashville-Indianapolis for the FLORIDIAN, now re-routed on C&EI and L&N. The discontinuance was due to low patronage (less than 12 passengers per day each way), Amtrak said..... THE NATIONAL LIMITED, due in Kansas City at 5:05pm on Feb. 24, arrived there at 8:55 am on Feb. 25, delayed by a bridge washout and flood near Mingo Junction, Ohio.....

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THE FRENCH TURBOS: where are the latest trains going to run? An informed source says that when all 4 new trains are in Chicago and finished with their interior installations, 3 of them will be placed on the Chicago-Detroit route: one will leave Chicago at 7:45am, one at 4:10pm and one at 5:15pm. Detroit departures will be at 5:35am (Sunday-Friday only), 8am and 5pm. One of the afternoon Chicago departures will also be a Sunday-Friday train, probably the 4:10. Turbos will also run daily between Chicago and St. Louis, and there is to be one round trip daily Chicago-Milwaukee, leaving Chicago at 11am and reaching Milwaukee 12:30pm; leaving Milwaukee 2pm and arriving Chicago at 3:30pm. It is expected that the first Turbo will be running to Detroit by March 24, and all will be in operation by the first of April, altho some trouble reported in installation of carpeting and seats in the trains could delay the startup until later in April..... THE LONE STAR, Train 15, was delayed at Lawrence, KS on Feb. 16 due to a freight derailment. It was backed to Halliday Junction and detroured via Ottawa Junction and Melvern, KS, bypassing Topeka. Train 16 did the some move on the 17th..... ILLINOIS CENTRAL GULF Railroad has signed a contract with Air Research Mfg. Co. of Torrance, CA to test 4 new stainless steel gas turbine electric passenger cars on the Washington Park Racetrack lead between Homewood and Champaign, IL, on the mainline. The tests will take two weeks beginning about March 31, and will involve short starts and stops of simulated revenue service..... AUTO-TRAIN HAS reduced its Louisville-Florida service from tri-weekly to one round trip weekly due to poor patronage at Louisville. The train will now leave Sanford, FL on Fridays and leave Louisville on Saturdays..... WORST RAIL CRASH in Norwegian history occurred late On Feb. 22 outside the Tretten station, 130 miles north of Oslo. Two trains, carrying 900 passengers, collided head-on, killing 27 persons and injuring 26, 15 of them seriously. Among the dead were an American musician living in Munich and a member of the Norwegian parliament. Railroad officials said the low sun may have been responsible for the wreck, apparently reducing visibility..... THE RIO GRANDE is preparing to eliminate its Denver-Salt Lake City RIO GRANDE ZEPHYR. It says it is losing $1 million dollars yearly (1974's figure) on the tri-weekly vista-dome train thru the scenic rockies, and that patronage this January was 20% lower than Jan. 1973. It's time for the railroad to renew its lease on the Moffat Tunnel for 49 more years, and at least one Colorado state legislator has attempted to deny the railroad a lease unless it improves its passenger service. The Rocky Mountain News (Feb. 25) editorialized about this situation, concluding that the lease could not be denied and anyway would be counter-productive to the state. It suggested that federal help, possibly from Amtrak be sought to continue the train's operation. Be sure to see our next issue, in which we present a special feature on the RIO GRANDE ZEPHYR, and bring you up to date on the issue of its continuance or discontinuance.....

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RAIL CANADA (continued from page 12)

QUEBEC WINTER CARNIVAL was the occasion for special trains the week of Feb. 9-16. The regular Rapido trains had up to 18 coaches the weekend of the 16th. Train #21 on CN from Quebec City to Montreal on Feb. 16 had 4 engines and 14 cars, including private cars "Pennsylvania" and "Clover Colony" and "Temagami" of the Ontario Rail Association.

ST. LAWRENCE VALLEY Railway Society (PO Box 400, Cote-des-Neiges, Montreal) will sponsor a "Maple Sugar Excursion" on March 22 Montreal-Becancour on CN. This is the first passenger movement in "many decades." The line was abandoned in 1934, and has been restored. Consist will be coaches, open-door baggage car, and 1300-series diesel locomotive. Leave Montreal 8am, arrive back 8:45pm, total 218 miles.

CP RAIL'S WINDSOR Station redevelopment project in downtown Montreal has suffered a setback. The Bank of Montreal has cancelled plans to relocate its headquarters following inability to reach terms on a lease for space in the new development, which will be adjacent to relocated rail terminal facilities. CP still plans to proceed with construction of its own headquarters building.

CONSISTS AND EQUIPMENT

AMTRAK HAS ACQUIRED Autoliner dome observation car "Linoma," which will be numbered 9384. The car was built for the C&O "Chessie" train that never ran, and operated in the 1950's and 1960's for Rio Grande, on ROYAL GORGE and YAMPA VALLEY MAIL runs, and occasionally in the CALIFORNIA ZEPHYR after the two former runs were discontinued. The "Linoma" had been used to inaugurate PACIFIC INTERNATIONAL runs but was sidelined a few months later by mechanical problems..... WHO WILL BUILD the new Amtrak bi-level cars? Amtrak hasn't said yet, but the rumor mill has it that because the Budd Company has such a large backlog of passenger car construction at present, Roger Lewis has been attempting to persuade Pullman-Standard to accept an Amtrak contract to construct the new cars. P-S men are said to be anxious to undertake the big task, but P-S directors, stung by problems in the passenger car market over the last several years, appear reluctant. Lewis is said to be mounting a program of friendly persuasion to loosen things up a bit at P-S..... MEANWHILE, AMTRAK REPORTS in its Feb. 15 newsletter that the first of 292 new Metrocoaches are taking shape at the Budd Company's Red Lion plant in Philadelphia. The first car is due to roll off the assembly line sometime in April, and by late summer it's expected that they'll be coming out at an average rate of one a working day, continuing for about two years. By the end of summer, the entire plant will be devoted exclusively to Amtrak car production.....

SAN FRANCISCO ZEPHYR consist (train 6) of Feb. 22: Amtrak units 626 & 622; baggage 1161; dormitory 1571; unnumbered coach; coach 4522; diner GN 1152 "Lake Chelan"; dome sleeper 9202 "Sunlight Dome" used as lounge; ex-CZ sleeper 2201 "Silver Quail"; sleeper 2640 "Pacific View"; and coaches 7519 & 7517 and private observation car "La Condesa", the last 3 running to Sparks, Nevada only. Riders report "Sunlight Dome" an interesting car with better forward and rear visibility than the ex-SP domes also used on this train; but on this occasion the car was badly overheating. Companion car 9201 "Starlight Dome" has been used recently as a dormitory car on the NORTH COAST HIAWATHA..... AMTRAK COACH 6804 was put on the westbound NORTH COAST HIAWATHA at Minneapolis on Feb. 12 to replace baggage car 1208 that was bad-ordered there. Is this the first instance of Amtrak's use of a coach for baggage service?..... DELAWARE AND HUDSON Alco PA engine being rebuilt in Idaho came into Chicago on train 6 on Feb. 21. However, it apparently caused some trouble enroute. Just before midnight on the 20th the deadheading engine, behind two Amtrak units, broke loose from the rest of the train, reportedly due to a faulty draw bar. This happened near Harvard, Nebraska, and delayed the train 88 minutes. Next morning at Galesburg, Illinois the same thing happened, causing another 65-minute delay. The PA was transferred to the Penn Central yard in Chicago, and apparently left for Detroit on Feb. 24 to be placed on the EMPIRE STATE EXPRESS to Albany.....

THE WOLVERINE CONSIST, Train 360, Jan. 17: units 307 (Amtrak), 316 (unlettered PC); cars 4409 & 5644 (coaches), 8112 lunch counter diner, coaches 4446, 6022, 6011, 6069. (Last 3 cars deadheading to Detroit). Train 361, same date: unit 311 (unlettered PC); 1168 baggage; 3361 lunch counter lounge; coaches 4557 & 6029; 3871 coach-observation. EMPIRE STATE EXPRESS consist Jan. 17 out of Detroit: Amtrak unit 224; baggage 1063; coaches 6434 & 6405; 8342 lunch counter lounge; 6404 coach..... THE BUDD COMPANY has been advertising its 41 new gallery cars for Chicago-area commute service on the Milwaukee Road. Some of the developments being promoted may be showing the way. The new cars, for instance, are being equipped with double-glazed lexan. And perhaps due to sensitivity to the ICG "Highliner" damage in the Oct., 1972 wreck, Budd announces "For safety, we incorporated new strength into the end of each car".....

THE CANADIAN NATIONAL has been operating some borrowed CP Rail "slave" and locomotive control unit diesel power between Jasper, Alta., and Kamloops, B.C. CP uses the mid-train remote control power on its heavy grades. CN, with less gradient thru the Rockies, is looking at possible reduced track damage on its 10,000 ton trains, which follow the route of the SUPER CONTINENTAL thru Yellowhead Pass..... TORONTO GO-TRAIN commuter system, which has been marking up increases of about 6% yearly since service started in 1967, reported a 16% increase in 1974. Patronage rose from an average of 19,250 per weekday to 22,300. Ontario transport minister John Rhodes said that new double-deck equipment the province plans to order this year will contain toilet facilities. Newspapers promptly headlined the story "GO Train Riders May Obtain Relief."

BOSTON & MAIN commuter train 728 was annulled on Feb. 10 because of high snow on the tracks. Train 728 consists of a single Budd RDC. Track on the Bedford Branch of the B&M has a top speed limit of 20mph, and is described as "pretty sad" by observers....

FULL SIZE WORKING steam replica of George Stephenson's 1825 locomotive, "Locomotion No. 1", will be one of about 30 historic steam engines in a "grand cavalcade" on the 150th Anniversary of the opening of the Stockton & Darlington Railway, the first public steam railway in the world. The railway is producing a newspaper of information about the celebration, and is asking for names of railfan club members who would be interested in receiving it. Write to: L. S. Wilson, Manager, Stockton & Darlington Railway, Darlington North Road Station, Darlington, Co. Durham DL3 6ST, England. He wanted the names by March 1, but his communication didn't arrive until after our last issue.....

Express Ads

PLAN YOUR FAMILY VACATION around the NATIONAL ASSOCIATION OF TIMETABLE COLLECTORS Annual Convention in Philadelphia (the Bicentennial City) July 31, Aug 1, 2, 3 at the Penn Center Sheraton Hotel. 4 big days of buying, selling & trading railroadiana plus fan trips, a fabulous banquet featuring the renowned Bruce Heard, Chief of Amtrak Timetables, an auction and much more. Full particulars on the convention and membership from Bob Russell, 400 S. Chester Pike, Apt 6-B, Glenolden PA 19036 (215) 212-7251. Be there to believe it.

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MORE EXPRESS ADS appear on the next page.